



## Parking

### **Policy TM10: Parking Standards**

- A. New development will be expected to provide sufficient off-street car parking provision, which is appropriate for the proposed type of land use(s) and proximity to the public transport network. Future car parking standards will be informed by the Greater Manchester Accessibility Levels (GMAL), with the most sustainable and accessible locations being able to support reduced parking provision.
- B. Off-street vehicle parking for new developments should be provided so that the level of any resulting parking on the public highway does not adversely impact highway safety, or the movement of other road users.
- C. *Specific standards will be determined by further evidence base studies.*

### **Electric Vehicle Charging Points**

- D. New development will be expected to make provision for electric vehicle charging infrastructure, in accordance with the following standards, unless superseded by higher Building Regulations standards:
  - i. All dwellings with a dedicated garage or driveway parking space must provide access to electric vehicle charging infrastructure for at least one vehicle.
  - ii. For residential developments with shared parking areas and for non-residential developments there will be a requirement for active EV charging facilities. *Specific standards will be determined by further evidence base studies.*
- E. A reduced requirement will be permitted where it can be demonstrated that the specific characteristics of the development proposed would result in lower levels of demand for electric vehicle charging.



F. All proposals for EV charging points will be expected to be of a high quality design, reflecting, where appropriate, local design policy and guidance.

#### **Cycle Parking**

G. New development will be expected to make provision for appropriate levels of high quality and secure cycle parking. *Specific standards will be determined by further evidence base studies.*

#### **Coach Parking**

H. Proposals for coach parking will be supported where they are related to an existing use which generates demand for coach parking.

I. New development which is expected to generate additional demand for coach parking, must consider this at the earliest stage and ensure it is part of the overall design of the scheme. *Specific standards will be determined by further evidence base studies.*

#### **Off-Airport Car Parking**

J. Proposals for off-airport car parking must demonstrate how they will address any conflict with other policies in the Development Plan, paying particular regard to policies addressing climate change and sustainability.

K. In making decisions on applications for the use of land for off-airport car parking, the Council will take into account:

- i. The impact of the proposal on the amenity of residents or occupiers of nearby properties;
- ii. The visual impact of the proposed use on the character and appearance of the surrounding area, including any proposals for the treatment of the boundary of the site; and
- iii. The level of access to the site from the strategic and primary road network.

#### **Places for Everyone Links**

JP-C1, JP-C6 and JP-C8

#### **Relevant Strategic Objectives**



## SO2, SO3 and SO8

- 6.44. Car parking standards for different types of development will be used as part of a package of measures to primarily promote sustainable transport choices, reduce the land-take of development, and enable schemes to maximise central urban sites. In addition, the measures will also help promote linked-trips and access to development for those without use of a car, and to tackle congestion.
- 6.45. Vehicle parking needs to be carefully balanced to ensure that there is sufficient provision to meet needs and promote social inclusion, whilst recognising that where there is good public transport provision and access to shops and services, less provision may be needed. Greater Manchester Accessibility Levels categorises the whole of Greater Manchester dependent on how accessible a location is by sustainable transport modes.
- 6.46. It is recognised that there is a need for flexibility and consideration of local factors in determining the appropriate level of vehicle parking provision. Vehicle parking standards will be determined by further evidence base studies.

### Electric Vehicle Charging Points

- 6.47. Areas of Trafford have local air quality issues linked to traffic and congestion. Increasing the use of low-emission vehicles will make a significant contribution to tackling this issue and reducing carbon emissions.
- 6.48. New development will make adequate provision for electric vehicle charging points. Where a dwelling has its own off street parking this should be factored into the design and should be relatively easy to achieve in all cases. There are also significant opportunities for communal charging points to be delivered as part of developments.



- 6.49. The standards and requirements for Electric Vehicle Charging Points will be confirmed by further evidence base studies.

#### Cycle Parking

- 6.50. Cycling will be a key alternative travel mode to the private car and the needs of cyclists in terms of bicycle parking provision should therefore be considered as an integral part of all new developments. Cycle parking standards will be defined by further evidence base work.

#### Coach Parking

- 6.51. Trafford is home to a number of key destinations / attractors which generate a need for coach parking. Where this is the case, specific space should be allocated to coach parking to ensure it does not have a negative impact on the wider environment.

#### Off – Airport Car Parking

- 6.52. As Manchester Airport expands the demand for airport parking will increase. Some of this pressure is expected to affect Trafford considering its close proximity to the Airport.
- 6.53. Although it is recognised that additional car parking provision may be required as part of the future expansion and growth of Manchester Airport, the need for additional car parking must be balanced against a need to improve access to the Airport by sustainable travel modes.

### **Consultation Question 6-10**

Do you support Policy TM10? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.